



[4910-13]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 121 and 129

[Docket No. FAA-2006-24281; Amendment Nos. 121-360A, 129-51A]

RIN 2120-AI05

Aging Airplane Program: Widespread Fatigue Damage; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; technical amendment; correction.

SUMMARY: The FAA is correcting a technical amendment published May 24, 2012 to a final rule published November 15, 2010. The final rule required design approval holders of certain existing airplanes and all applicants for type certificates of future transport category airplanes to establish a limit of validity of the engineering data that supports the structural maintenance program (hereinafter referred to as LOV). It also required that operators of any affected airplane incorporate the LOV into the maintenance program for that airplane. The technical amendment to the final rule was issued to correct errors, but within its publication, it contained inadvertent errors due to pagination in two tables. This document corrects the errors in those tables.

DATES: This corrective action becomes effective [INSERT DATE OF PUBLICATION IN THE FEDERAL REGISTER].

FOR FURTHER INFORMATION CONTACT: For technical questions concerning this action, contact Walter Sippel, ANM-115, Airframe/Cabin Safety Branch, Federal Aviation Administration, 1601 Lind Avenue SW, Renton, WA 98057-3356; telephone (425) 227-2774; facsimile (425) 227-1232; e-mail walter.sippel@faa.gov.

For legal questions concerning this action, contact Doug Anderson, Office of Regional Counsel, Federal Aviation Administration, 1601 Lind Avenue SW, Renton, WA 98057-3356; telephone (425) 227-2166; facsimile (425) 227-1007; e-mail douglas.anderson@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

On May 24, 2012, the FAA published a technical amendment to a final rule. The technical amendment is entitled “Aging Airplane Program: Widespread Fatigue Damage” (77 FR 30877), which corrected a final rule published November 15, 2010 (75 FR 69746).

In that technical amendment, the FAA intended to correct compliance dates of §§ 26.21, 121.1115, and 129.115 for Airbus A310 and A300-600 series airplanes. Upon publication, however, the technical amendment contained inadvertent errors due to pagination in two of the tables.

Accordingly, FAA amends 14 CFR parts 121 and 129 by making the following technical amendments:

PART 121—OPERATING REQUIREMENTS: DOMESTIC, FLAG, AND SUPPLEMENTAL OPERATIONS

1. The authority citation for part 121 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 40119, 41706, 44101, 44701–44702, 44705, 44709–44711, 44713, 44716–44717, 44722, 46105.

2. In § 121.1115, revise the table entitled “Table 1 – Airplane Subject to § 26.21” to read as follows:

§ 121.1115 Limit of validity.

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Table 1—Airplanes Subject to § 26.21

Airplane Model	Compliance Date— Months after January 14, 2011	Default LOV [flight cycles (FC) or flight hours (FH)]
Airbus—Existing¹ Models Only A300 B2-1A, B2-1C, B2K-3C, B2-203 A300 B4-2C, B4-103 A300 B4-203 A300-600 Series A310-200 Series A310-300 Series A318 Series A319 Series A320-100 Series A320-200 Series A321 Series A330-200, -300 Series (except WV050 family) (non enhanced) A330-200, -300 Series WV050 family (enhanced) A330-200 Freighter Series A340-200, -300 Series (except WV 027 and WV050 family) (non enhanced) A340-200, -300 Series WV 027 (non enhanced) A340-300 Series WV050 family (enhanced) A340-500, -600 Series A380-800 Series	30 30 30 60 60 60 60 60 60 60 60 60 60 60 60 60 60 60 60 60 60 72	48,000 FC 40,000 FC 34,000 FC 30,000 FC / 67,500 FH 40,000 FC / 60,000 FH 35,000 FC / 60,000 FH 48,000 FC / 60,000 FH 48,000 FC / 60,000 FH 48,000 FC / 48,000 FH 48,000 FC / 60,000 FH 48,000 FC / 60,000 FH 40,000 FC / 60,000 FH 33,000 FC / 100,000 FH See NOTE. 20,000 FC / 80,000 FH 30,000 FC / 60,000 FH 20,000 FC / 100,000 FH 16,600 FC / 100,000 FH See NOTE.
Boeing—Existing¹ Models Only 717 727 (all series) 737 (Classics): 737-100, -200, -200C, -300, -400, -500 737 (NG): 737-600, -700, -700C, -800, -900, -900ER 747 (Classics): 747-100, -100B, -100B SUD, -200B, -200C, -200F, -300, 747SP, 747SR 747-400: 747-400, -400D, -400F 757 767 777-200, -300 777-200LR, 777-300ER 777F	60 30 30 60 30 60 60 60 60 72 72	60,000 FC / 60,000 FH 60,000 FC 75,000 FC 75,000 FC 20,000 FC 20,000 FC 50,000 FC 50,000 FC 40,000 FC 40,000 FC 11,000 FC
Bombardier—Existing¹ Models Only CL-600: 2D15 (Regional Jet Series 705), 2D24 (Regional Jet Series 900)	72	60,000 FC
Embraer—Existing¹ Models Only		

Airplane Model	Compliance Date— Months after January 14, 2011	Default LOV [flight cycles (FC) or flight hours (FH)]
ERJ 170	72	See NOTE.
ERJ 190	72	See NOTE.
Fokker—Existing¹ Models Only		
F.28 Mark 0070, Mark 0100	30	90,000 FC
Lockheed—Existing¹ Models Only		
L-1011	30	36,000 FC
188	30	26,600 FC
382 (all series)	30	20,000 FC / 50,000 FH
McDonnell Douglas—Existing¹ Models Only		
DC-8, -8F	30	50,000 FC / 50,000 FH
DC-9 (except for MD-80 models)	30	100,000 FC / 100,000 FH
MD-80 (DC-9-81, -82, -83, -87, MD-88)	30	50,000 FC / 50,000 FH
MD-90	60	60,000 FC / 90,000 FH
DC-10-10, -15	30	42,000 FC / 60,000 FH
DC-10-30, -40, -10F, -30F, -40F	30	30,000 FC / 60,000 FH
MD-10-10F	60	42,000 FC / 60,000 FH
MD-10-30F	60	30,000 FC / 60,000 FH
MD-11, MD-11F	60	20,000 FC / 60,000 FH
Maximum Takeoff Gross Weight Changes All airplanes whose maximum takeoff gross weight has been decreased to 75,000 pounds or below after January 14, 2011, or increased to greater than 75,000 pounds at any time by an amended type certificate or supplemental type certificate	30, or within 12 months after the LOV is approved, or before operating the airplane, whichever occurs latest	Not applicable
All Other Airplane Models (TCs and amended TCs) not Listed in Table 2	72, or within 12 months after the LOV is approved, or before operating the airplane, whichever occurs latest	Not applicable

¹ Type certificated as of January 14, 2011.

NOTE: Airplane operation limitation is stated in the Airworthiness Limitation section.

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PART 129—OPERATIONS: FOREIGN AIR CARRIERS AND FOREIGN OPERATORS OF U.S.-REGISTERED AIRCRAFT ENGAGED IN COMMON CARRIAGE

3. The authority citation for part 129 continues to read as follows:

4. In § 129.115, revise the table entitled “Table 1 – Airplane Subject to 26.21” to read as follows:

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Airplane Model	Compliance Date— Months after January 14, 2011	Default LOV [flight cycles (FC) or flight hours (FH)]
Airbus—Existing¹ Models Only		
A300 B2-1A, B2-1C, B2K-3C, B2-203	30	48,000 FC
A300 B4-2C, B4-103	30	40,000 FC
A300 B4-203	30	34,000 FC
A300-600 Series	60	30,000 FC / 67,500 FH
A310-200 Series	60	40,000 FC / 60,000 FH
A310-300 Series	60	35,000 FC / 60,000 FH
A318 Series	60	48,000 FC / 60,000 FH
A319 Series	60	48,000 FC / 60,000 FH
A320-100 Series	60	48,000 FC / 48,000 FH
A320-200 Series	60	48,000 FC / 60,000 FH
A321 Series	60	48,000 FC / 60,000 FH
A330-200, -300 Series (except WV050 family) (non enhanced)	60	40,000 FC / 60,000 FH
A330-200, -300 Series WV050 family (enhanced)	60	33,000 FC / 100,000 FH
A330-200 Freighter Series	60	See NOTE .
A340-200, -300 Series (except WV 027 and WV050 family) (non enhanced)	60	20,000 FC / 80,000 FH
A340-200, -300 Series WV 027 (non enhanced)	60	30,000 FC / 60,000 FH
A340-300 Series WV050 family (enhanced)	60	20,000 FC / 100,000 FH
A340-500, -600 Series	60	16,600 FC / 100,000 FH
A380-800 Series	72	See NOTE .
Boeing—Existing¹ Models Only		
717	60	60,000 FC / 60,000 FH
727 (all series)	30	60,000 FC

Airplane Model	Compliance Date—	Default LOV [flight cycles (FC) or flight hours (FH)]
	Months after January 14, 2011	
737 (Classics): 737-100, -200, -200C, -300, -400, -500 737 (NG): 737-600, -700, -700C, -800, -900, -900ER	30 60	75,000 FC 75,000 FC
747 (Classics): 747-100, -100B, -100B SUD, -200B, - 200C, -200F, -300, 747SP, 747SR 747-400: 747-400, -400D, -400F	30 60	20,000 FC 20,000 FC
757	60	50,000 FC
767	60	50,000 FC
777-200, -300	60	40,000 FC
777-200LR, 777-300ER	72	40,000 FC
777F	72	11,000 FC
Bombardier—Existing¹ Models Only		
CL-600: 2D15 (Regional Jet Series 705), 2D24 (Regional Jet Series 900)	72	60,000 FC
Embraer—Existing¹ Models Only		
ERJ 170	72	See NOTE.
ERJ 190	72	See NOTE.
Fokker—Existing¹ Models Only		
F.28 Mark 0070, Mark 0100	30	90,000 FC
Lockheed—Existing¹ Models Only		
L-1011	30	36,000 FC
188	30	26,600 FC
382 (all series)	30	20,000 FC / 50,000 FH
McDonnell Douglas—Existing¹ Models Only		
DC-8, -8F	30	50,000 FC / 50,000 FH
DC-9 (except for MD-80 models)	30	100,000 FC / 100,000 FH
MD-80 (DC-9-81, -82, -83, -87, MD-88)	30	50,000 FC / 50,000 FH
MD-90	60	60,000 FC / 90,000 FH
DC-10-10, -15	30	42,000 FC / 60,000 FH
DC-10-30, -40, -10F, -30F, -40F	30	30,000 FC / 60,000 FH
MD-10-10F	60	42,000 FC / 60,000 FH
MD-10-30F	60	30,000 FC / 60,000 FH
MD-11, MD-11F	60	20,000 FC / 60,000 FH
Maximum Takeoff Gross Weight Changes All airplanes whose maximum takeoff gross weight has been decreased to 75,000 pounds or below after January 14, 2011, or increased to greater than 75,000 pounds at any time by an amended type certificate or supplemental type certificate	30, or within 12 months after the LOV is approved, or before operating the airplane, whichever occurs latest	Not applicable
All Other Airplane Models (TCs and amended TCs) not Listed in Table 2	72, or within 12 months after the LOV is approved, or before operating the airplane, whichever	Not applicable

Airplane Model	Compliance Date— Months after January 14, 2011 occurs latest	Default LOV [flight cycles (FC) or flight hours (FH)]

T Type certificated as of January 14, 2011.

NOTE: Airplane operation limitation is stated in the Airworthiness Limitation section.

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Issued in Washington, DC, on August 24, 2012.

Lirio Liu
Acting Director, Office of Rulemaking

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